

Highlands Neighborhood Association Meeting

5/18/2022

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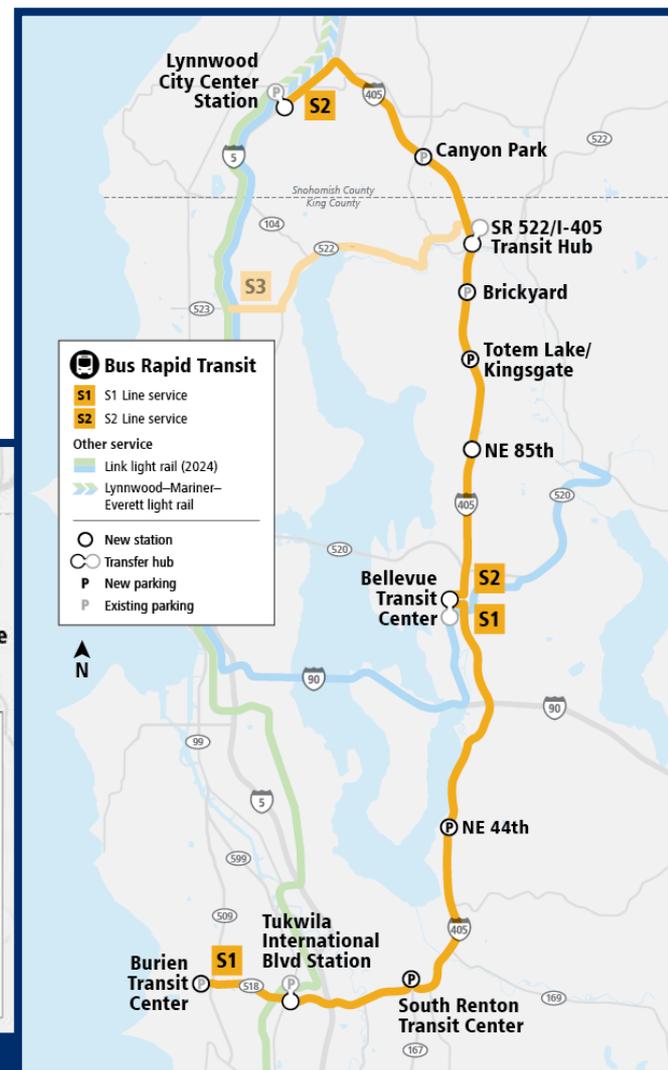
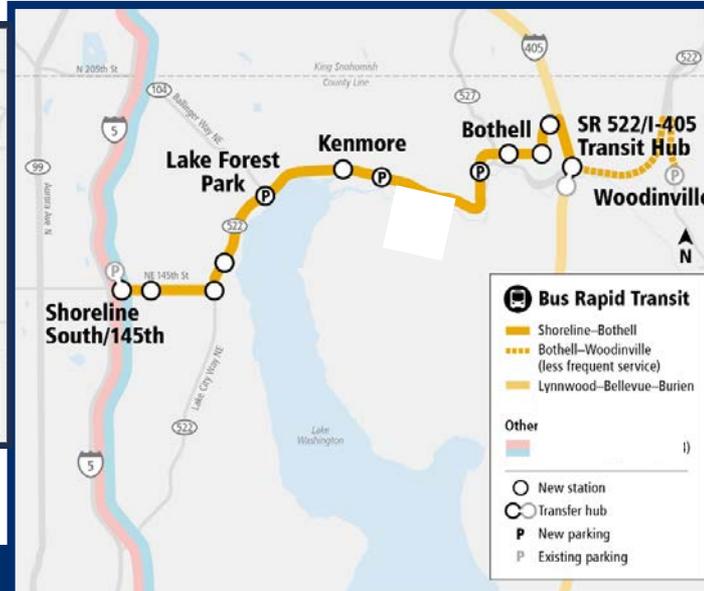
Agenda

- *Welcome and introductions*
- *Project coordination*
- *Stride Bus Rapid Transit (BRT) overview*
- *Outreach and notifications*
- *Project overview/update*
- *Questions*

BRT: A New Line of Business

Bus Rapid Transit

- Two Corridors
I-405 and SR 522/ NE 145th



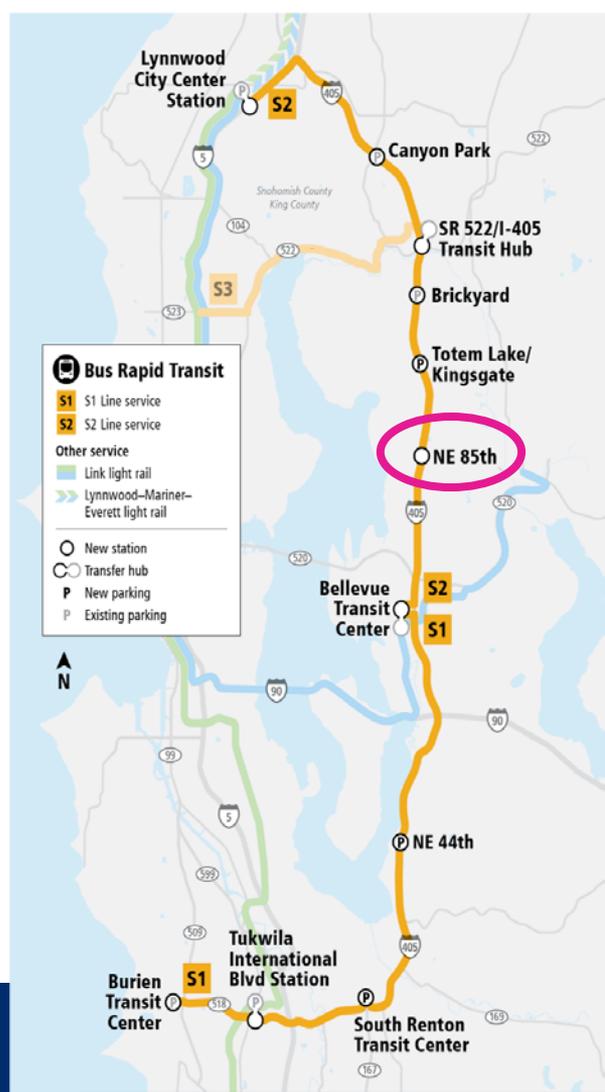
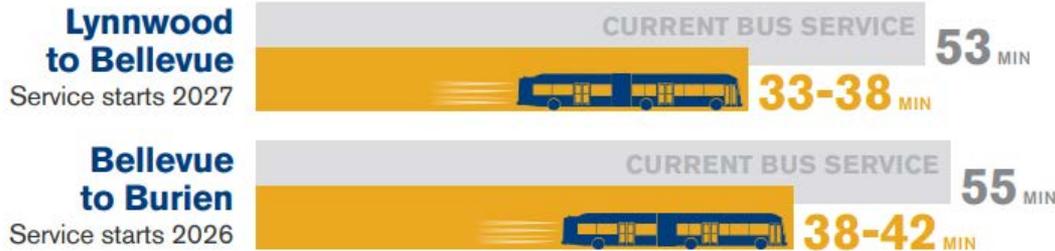
BRT: Branding and Development



STRIDE

NE 85th Interchange

- Inline Station on the S2 Service Line
- Delivered through a partnership with WSDOT
- Station Platforms on Direct Access Ramps
- Funded by Sound Transit



Outreach

2018

- ✓ Kirkland Transportation Commission
- ✓ Kirkland City Council Ad Hoc Committee
- ✓ Kirkland City Council Study Session
- ✓ 4 stakeholder workshops
- ✓ Open house



2019

- ✓ 6 Kirkland neighborhood briefings
- ✓ Kirkland Alliance of Neighborhoods
- ✓ Kirkland Transportation Commission
- ✓ Open house
- ✓ Kirkland City Council Ad Hoc Work Group
- ✓ Kirkland Transportation Commission
- ✓ Kirkland City Council

2020

- ✓ Sound Transit BRT online open house
- ✓ 1 Kirkland neighborhood briefing
- ✓ Kirkland Planning/Transportation Commissions

2021

- ✓ Kirkland City Council

2022

- ✓ Voluntary Submitters Meeting
- ✓ Eastside Transportation Association briefing
- Voluntary Proposers Meeting

Future outreach and notifications during construction

- Signage
- Flyers
- Briefings
- Regular project update meetings
- Pop-ups
- Website updates



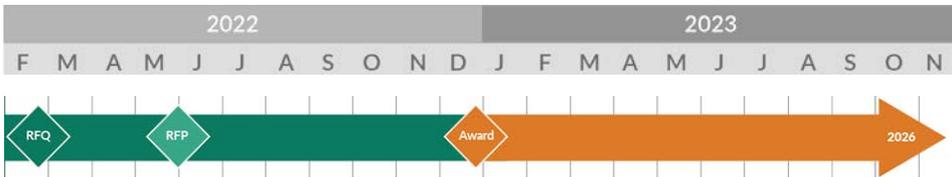
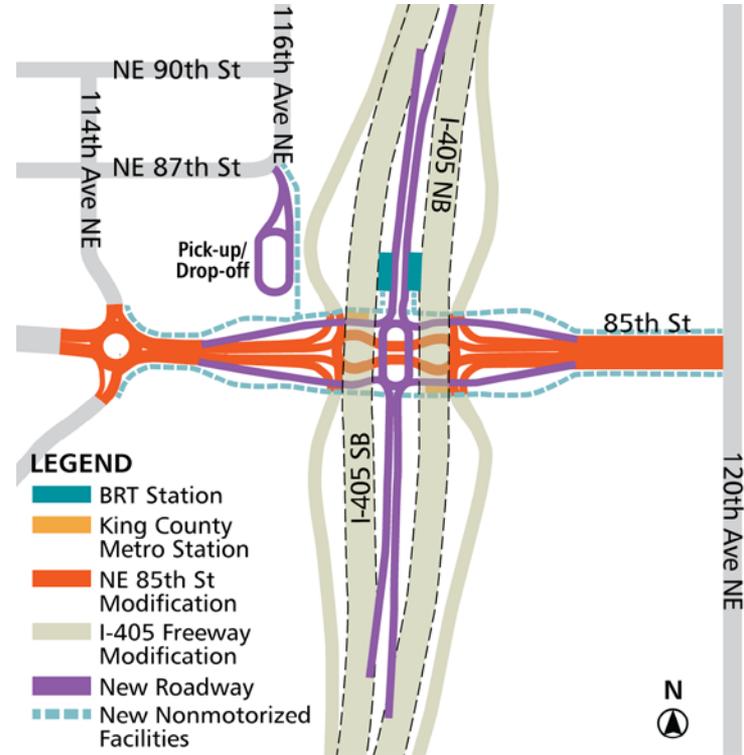
I-405/NE 85th Street Interchange and Inline BRT Station Project

Description:

- Constructs a three-level interchange with BRT station, direct access ramps, and local improvements.
- Builds an inline station to serve Sound Transit's BRT, and rebuilds local bus stops.
- Builds direct access ramps to the I-405 Express Toll Lanes (ETLs).
- Builds pedestrian and bike connections.
- Fully funded by Sound Transit.

Project schedule:

- Construction to begin in Q1 2023
- Open to traffic in summer 2026



Existing conditions: NE 85th Street vicinity

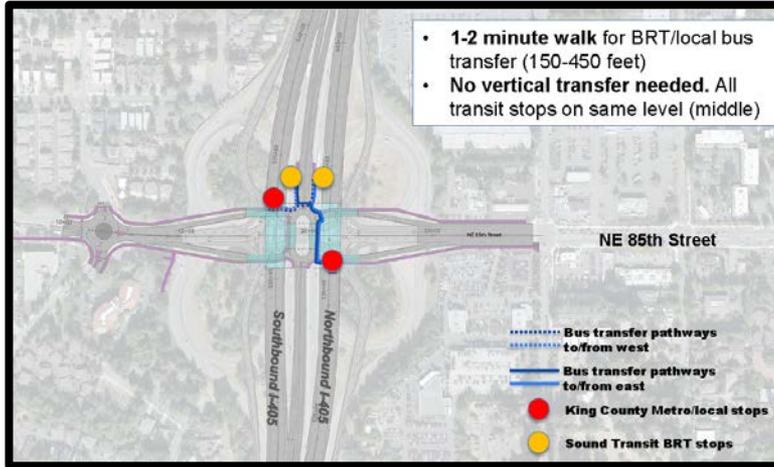


Design concept

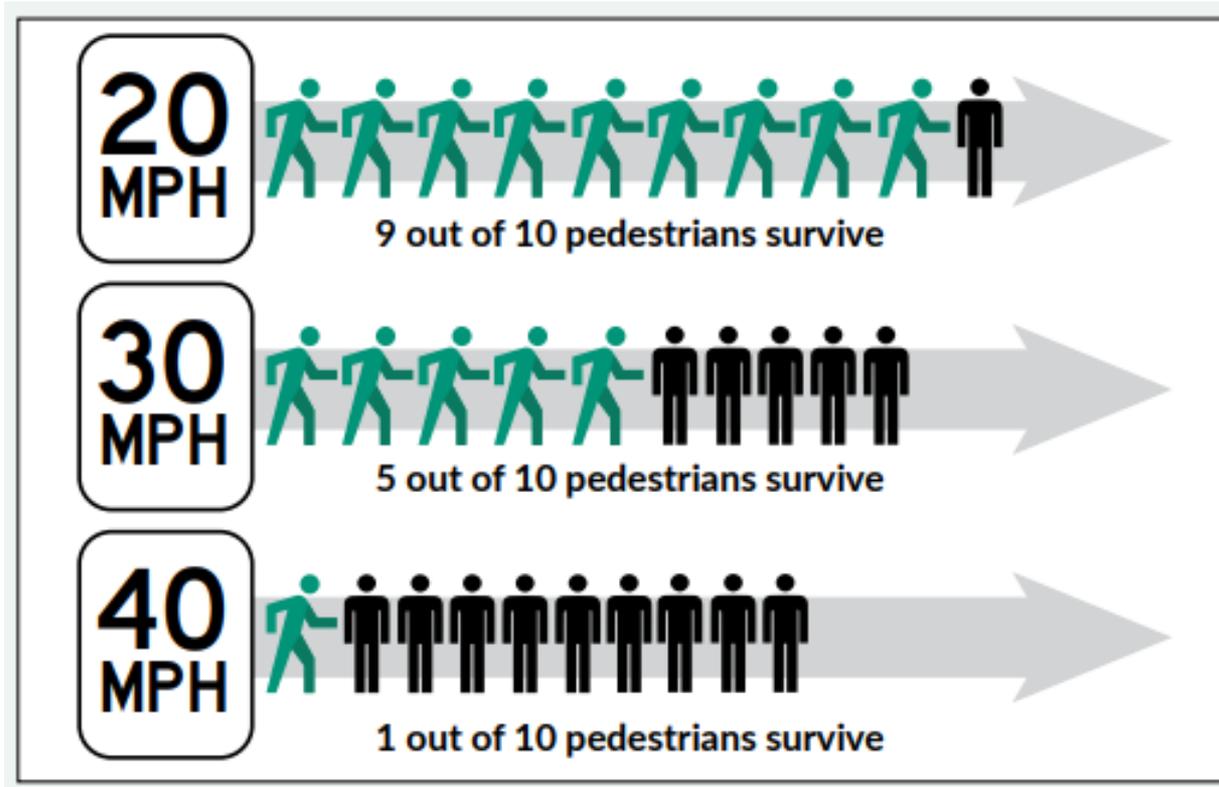


Transit connections

- Both I-405 BRT STRIDE and local King County Metro (KCM) bus stops on same level.
- Convenient transfer environment with no vertical transfer to or from NE 85th Street.
- KCM's Rapid Ride K-Line will include a stop at NE 85th Street.

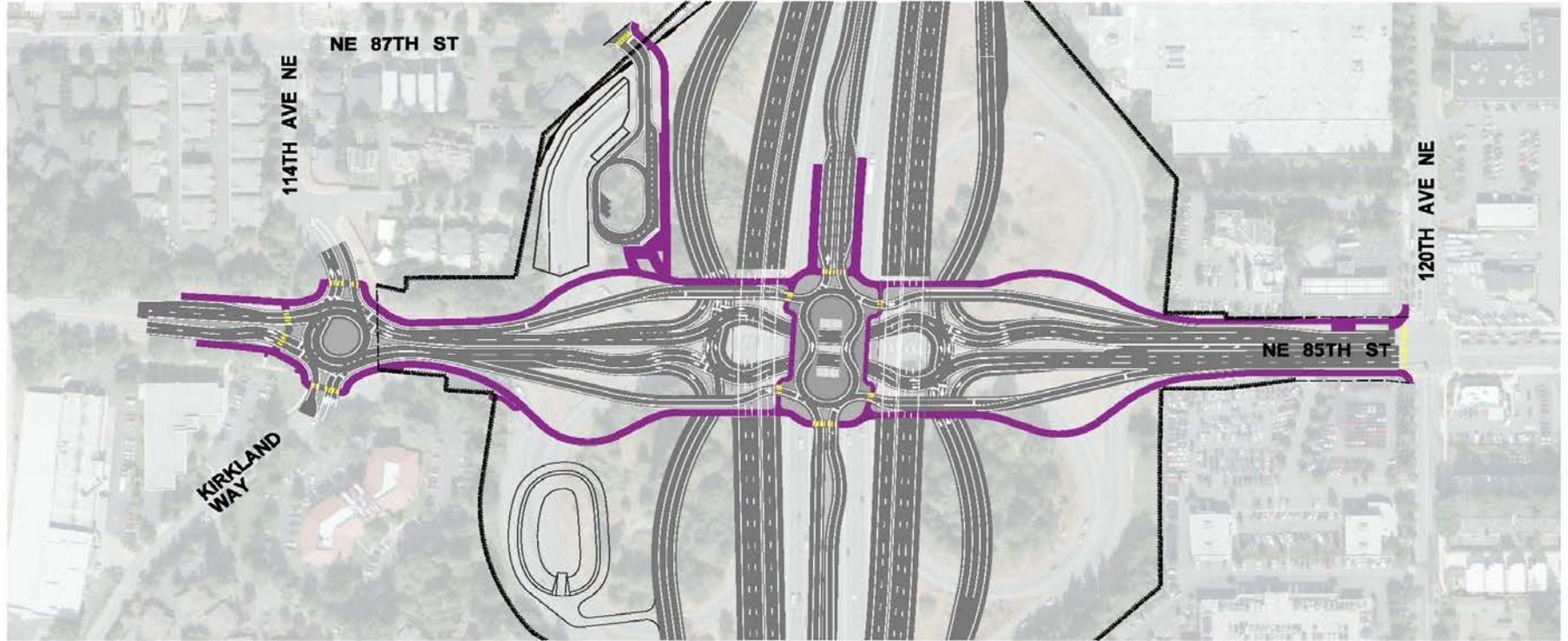


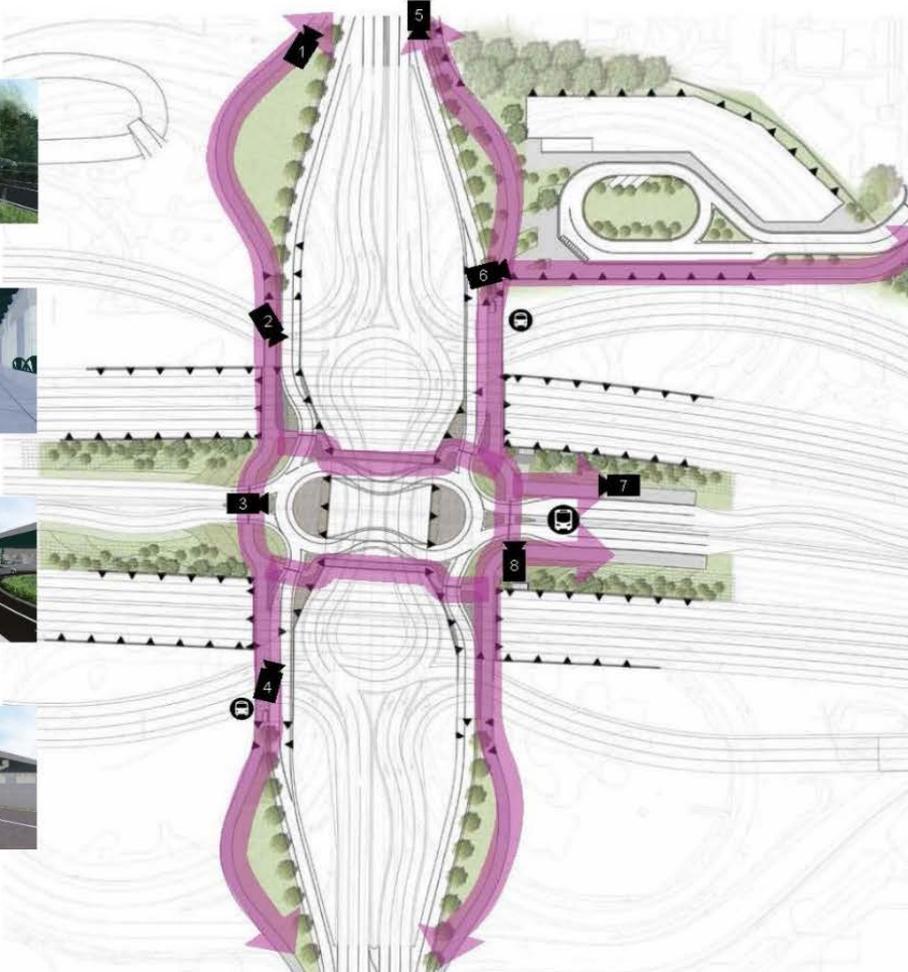
Safety



Source: WSDOT Active Transportation Plan, 2020

Bike/pedestrian facilities





Transit and pedestrian environment



Existing



Proposed

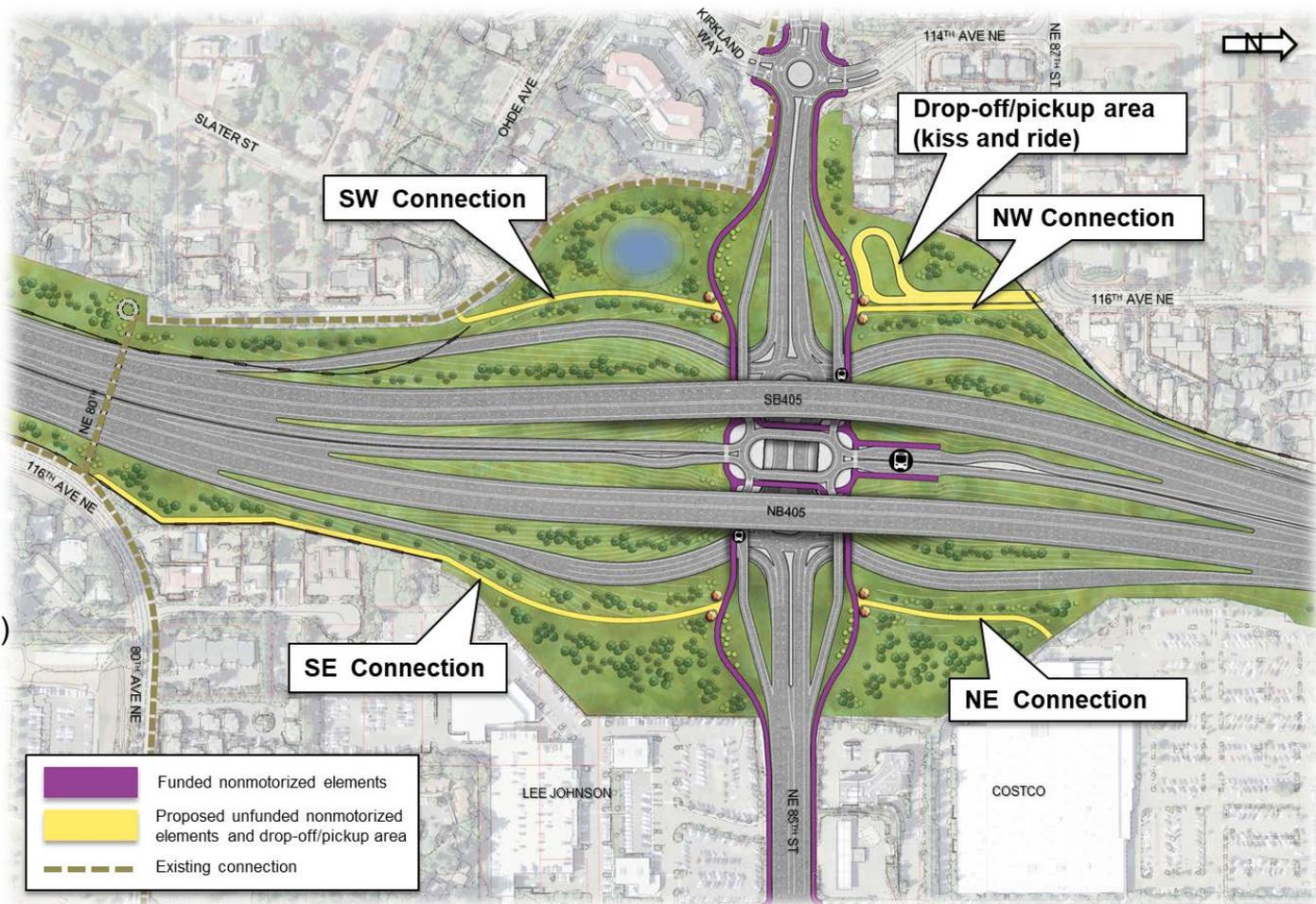
Design-2019

Funded elements:

- Multimodal facility
- Three-level interchange
- BRT station/Local bus stops
- Direct access ramps
- Local improvements
 - Arterial
 - Ped/bike connections (85th)

Unfunded elements:

- 4 quadrant connections
- 1 pickup/drop-off facility



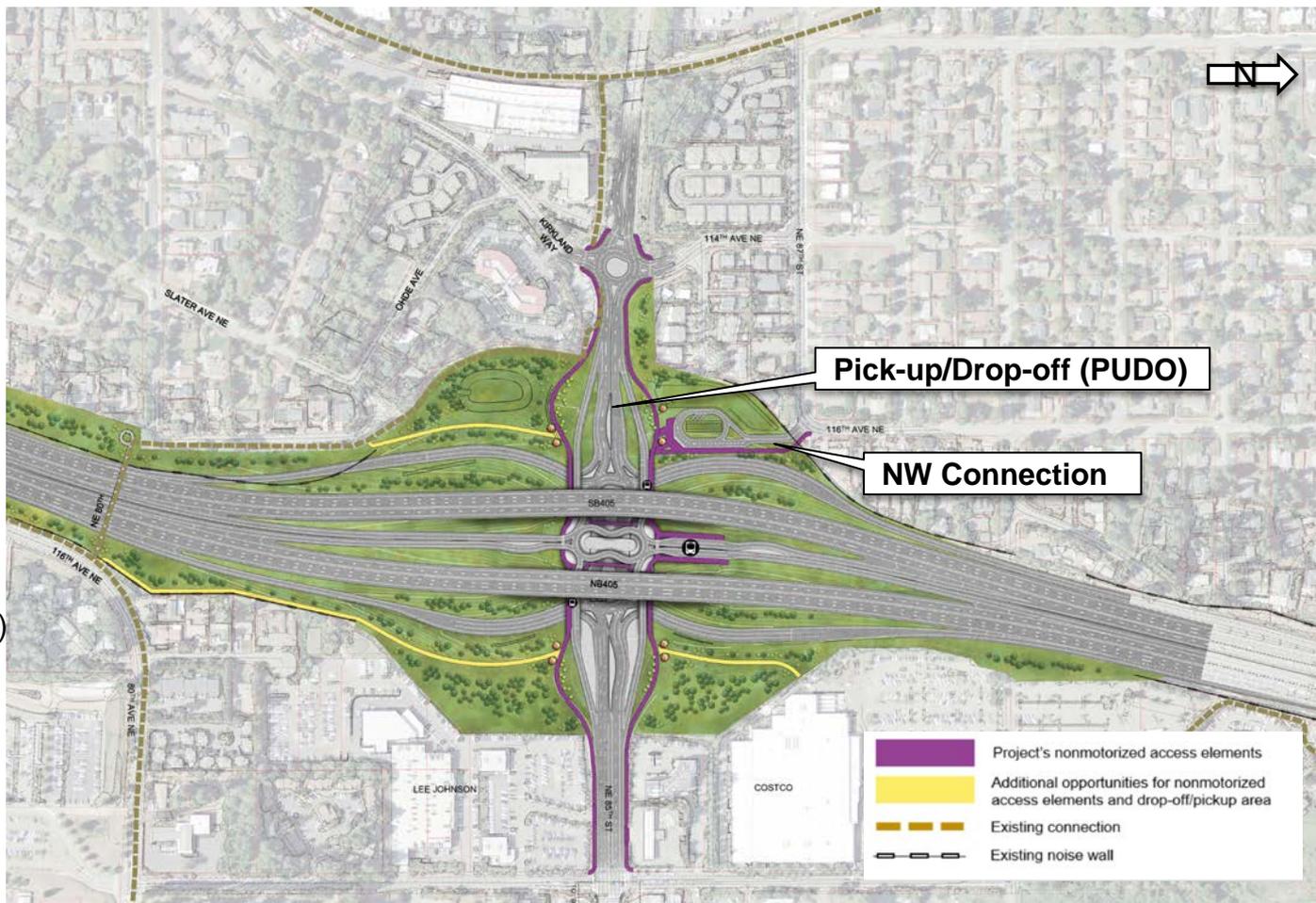
Current Design

Funded elements:

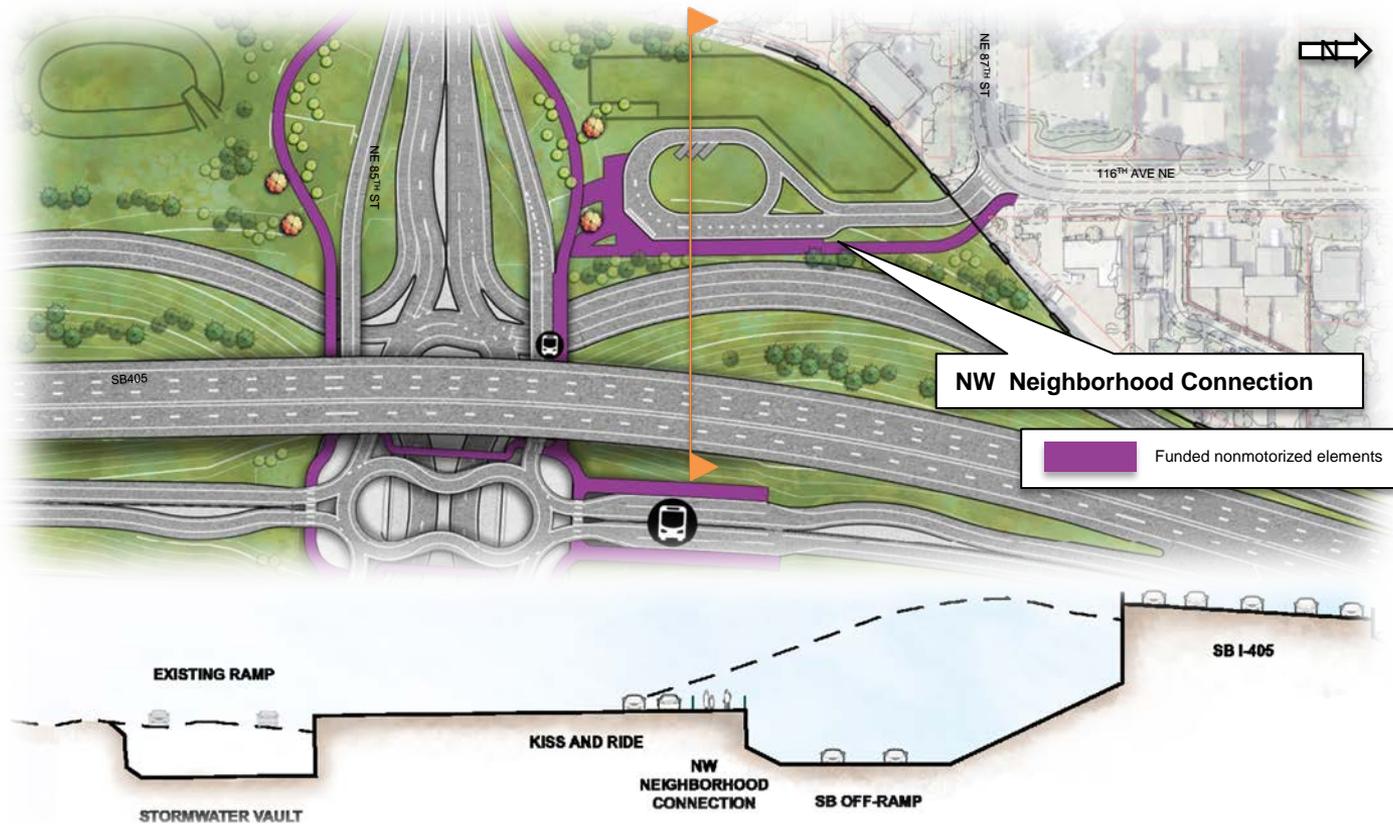
- Multimodal facility
- Three-level interchange
- BRT station/Local bus stops
- Direct access ramps
- Local improvements
 - Arterial
 - Ped/bike connections (85th)
 - 1 quadrant connection (NW)
 - 1 pickup/drop-off facility

Unfunded elements:

- 3 quadrant connections



Northwest neighborhood connection-current



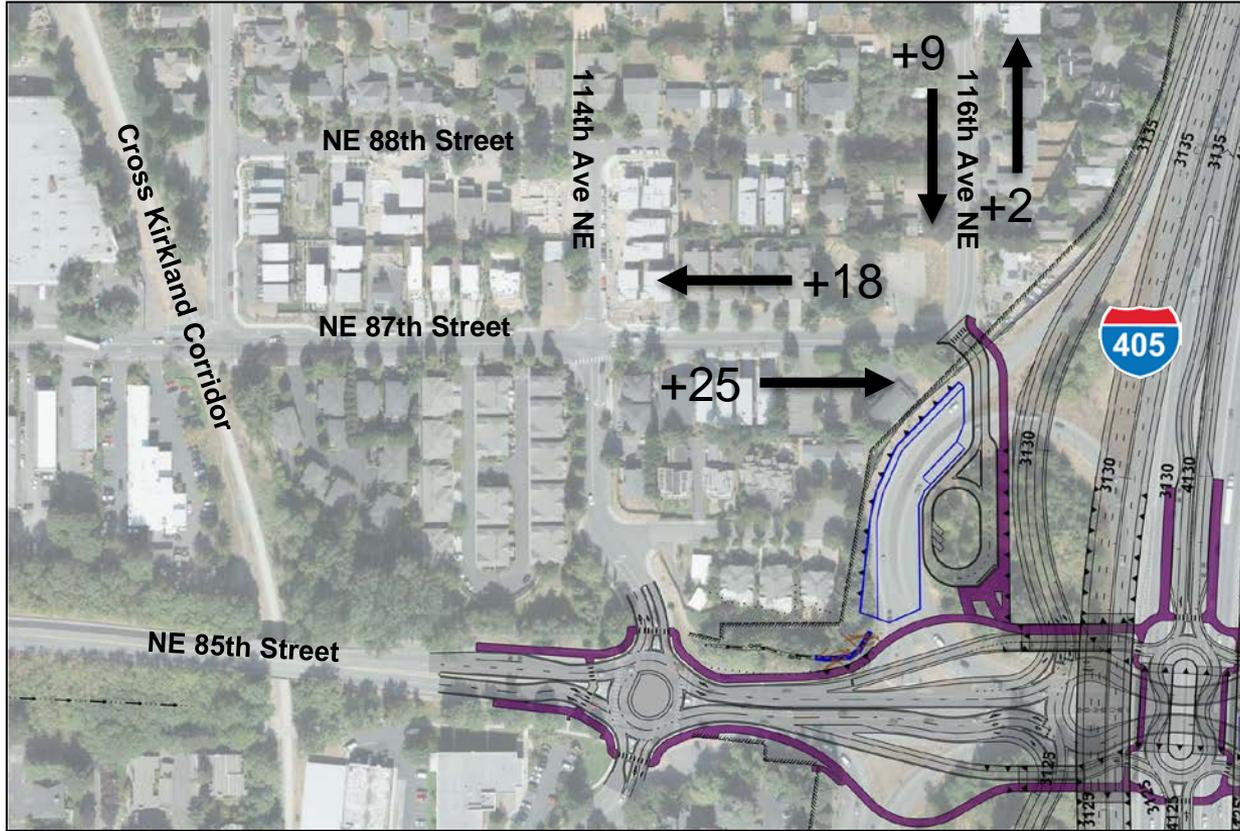
Pickup/drop-off facility (NW quadrant)



- Convenient access to CKC and downtown
- Direct (and shorter) access to bus stops
- A viable connection to NE 85th Street

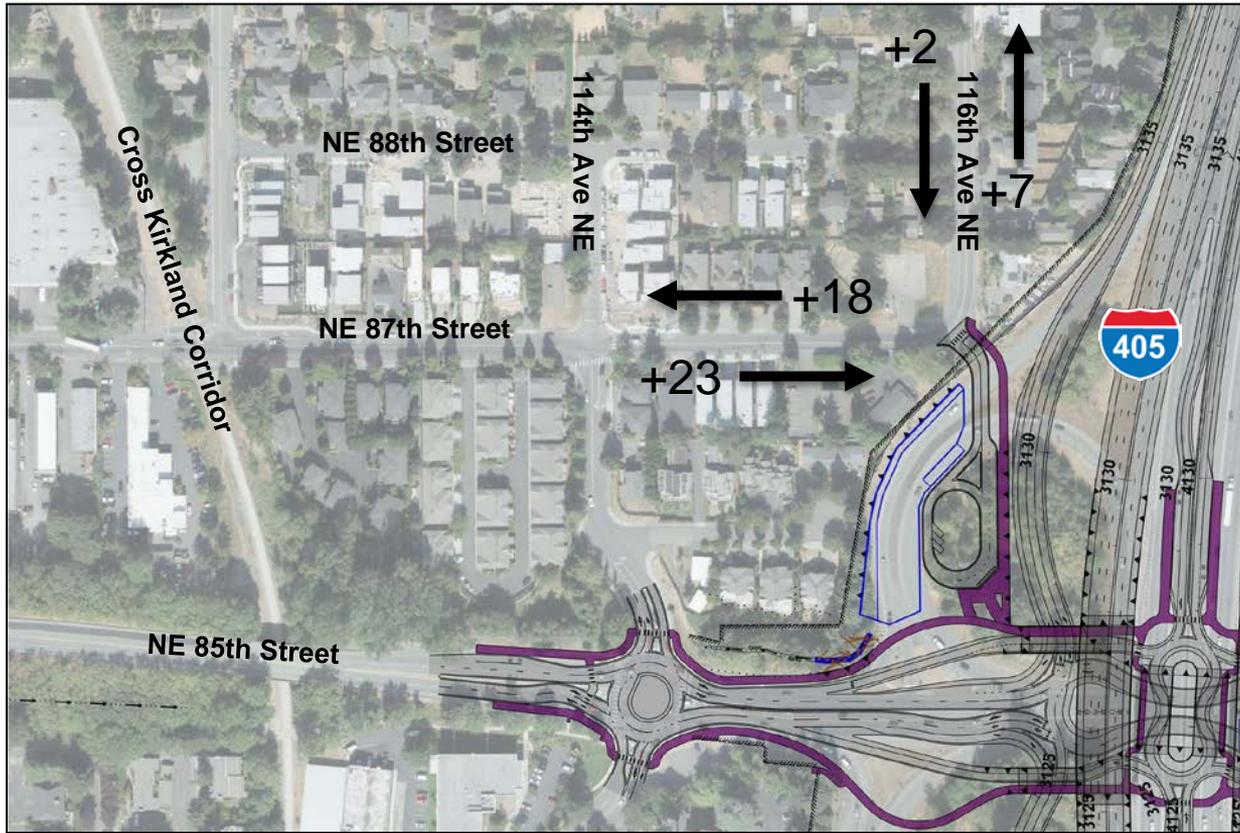
Traffic analysis- 2025 AM peak hour

Additional peak hour trips due to the project

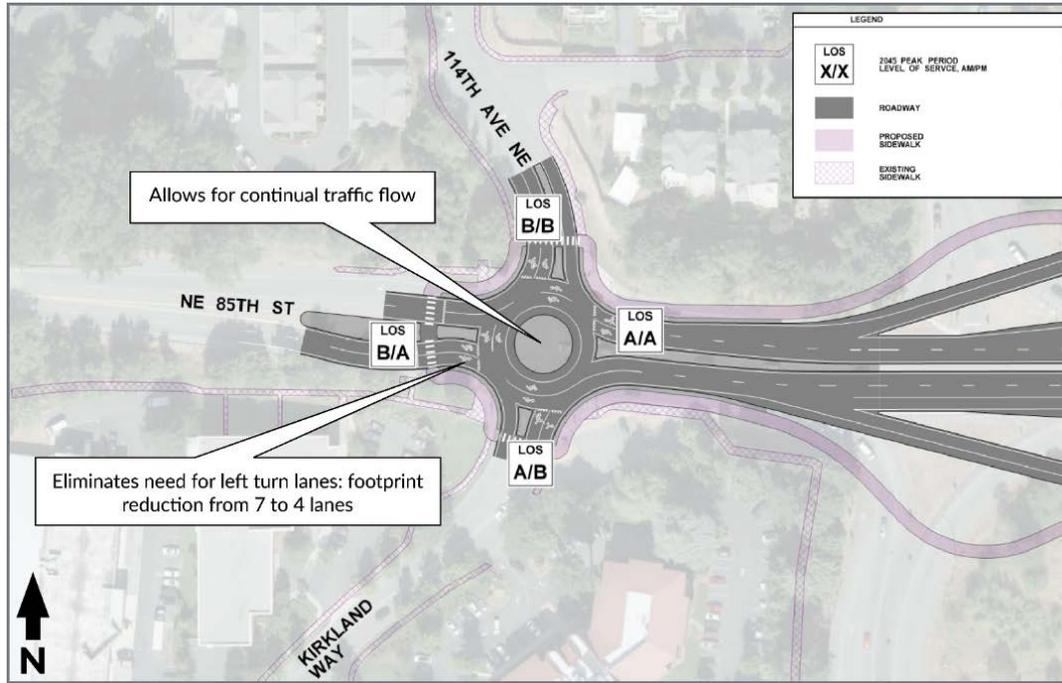


Traffic analysis- 2025 PM peak hour

Additional peak hour trips due to the project

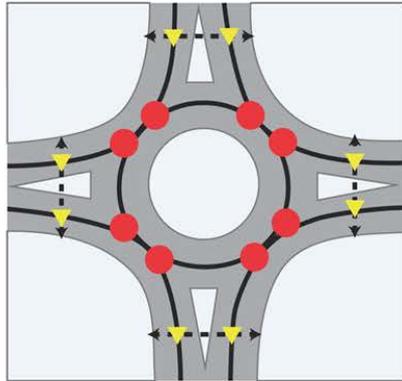


85th/114th roundabout



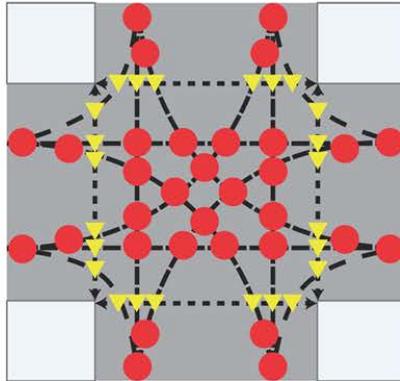
Roundabout benefits

Roundabout



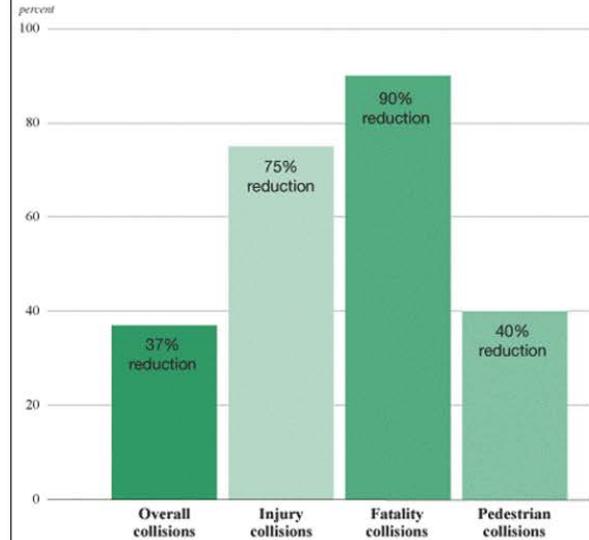
- 8 Vehicle Conflict Points
- ▼ 8 Pedestrian Conflict Points

Intersection



- 32 Vehicle Conflict Points
- ▼ 24 Pedestrian Conflict Points

Reduction in collisions



Noise analysis process

- WSDOT conducts noise analysis following federal regulations from the Federal Highway Administration (FHWA)
- The noise analysis process includes:
 - Measuring current sound levels at different sites
 - Building and testing a noise model to simulate conditions
 - Determining reasonableness/feasibility

Noise analysis results



Noise analysis results

- Noise levels are expected to increase for most of the sensitive receivers but are expected to decrease for some due to the reconfiguration of the interchange
- WSDOT evaluated adding a noise wall in the northwest quadrant, but it did not meet the reasonableness criteria

Design-build process

- What is design-build?
- How is design-build different?
- What are the benefits of design-build?



What to expect during construction

Staging:

- Design-Builder will meet contract requirements
- Design-Builder will closely coordinate with WSDOT, City of Kirkland and public

Closures:

- Lanes will be maintained during daytime hours
- There will likely be some weekend full closures

Noise

- Design-Builder will acquire any permits needed (and provide any mitigation specifies in noise variances)
- Best Management Practices (BMPs) will be followed
 - Truck tailgate banging prohibited
 - Stationary equipment may use temporary noise shields
 - No idling vehicles allowed within and outside project

Conceptual construction staging/sequence

- This is only proof of concept.
- Design-builder to propose construction staging sequence.

Stage 1



Stage 2



Stage 3



Questions?

WSDOT I-405/SR 167 Program

Samantha DeMars-Hanson

Public Information

Project hotline: 425-456-8585

I405SR167Program@wsdot.wa.gov

Sound Transit

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Thank you.

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 [soundtransit.org](https://www.soundtransit.org)

